

ENGINEER ADVOCATES ABOLITION OF PENNSY STATION AT BROAD ST.

Radical Changes in P. R. R. System Within City Limits Recommended by John Jerome Deery

UNDERGROUND TERMINAL

John Jerome Deery, architectural engineer, has sent a communication to Mayor Smith and to President Rea, of the Pennsylvania Railroad, recommending radical changes in the Pennsylvania Railroad system as it exists within the city limits...

MR. DEERY'S SUGGESTIONS

The letters sent to Mayor Smith and Mr. Rea were identical. The communication said: "Within the area now occupied by the Pennsylvania Railroad between Spring Garden street bridge and South street bridge, and between Thirty-second street and Thirtieth street (as is about the central part of Philadelphia) should be erected the main and principal station for the passenger traffic..."

MODERN TRAVEL FACILITIES

"In order to accomplish this advantage to the Pennsylvania Railroad and city of Philadelphia, the branch line known as the Philadelphia and Delaware County Railroad (about 10 miles in length), from Cobbs Creek, near Fernwood, to Newtown Square, should be extended about eight miles to a connection at Fraser on the present Main Line, and the junction of the new line to West Chester and Phoenixville. By extending this railroad at the city boundary at Cobbs Creek, about one mile, it would connect with the present Central Division and it could be used for access to and from the new station. This proposed extension would be only about nine miles in length. The passenger train system, including the West Chester and Phoenixville line, and the new main station in West Philadelphia to Fraser on the Main Line, and thereby reduce the distance about three miles, and save considerable time over present methods. All passenger trains from all directions could come 'head on' and pass through the main station."

IF R. R. STRIKE COMES

Continued from Page One. It is indispensable for the operation of the refrigerating plants. "There is no meat supply nearer at hand than Virginia, Kentucky and Ohio. Up-State there is none now and in the spring the supply will be inconsequential. Should the railroads be unable to send through shipments of meat, dealers may be forced to resort to strange methods of procuring meat. There are stranger spectacles than herds of cattle being driven overland from long distances."

CANT COPE WITH SHORTAGE

"A decrease in meat production in this country of late years finds us unable to cope with a sudden shortage such as is threatened," he said. "Our domestic supply has been added to with Argentine beef and New Zealand sheep. The city is not at all prepared to withstand a shortage. Swift's, Armour's, Cudahy's and other large packing houses pointed out that nothing could be done to prepare for a 'siege' because the facilities were lacking for storage in the city meat in quantities larger than the normal. This supply, it was said, was entirely consumed within a week or 10 days. The Delaware, Consolidated and Freezing Company, the Consolidated Dressing Beef Company, Sulzberger & Sons Company of America and other large concerns reported a week's to 10 days' supply on hand."

PRICES GOING UP

Besides the shortage in meat and other provisions that would follow a strike within 10 days, there is already at hand a sharp advance in prices for many necessities. Further advances are predicted for Monday. Vegetables and general produce show a slight advance yesterday. Flour is up, and there are gains in butter and eggs already. Dealers are unwilling to predict what heights may be reached should a strike be called, but all agree prices will be unprecedented."

When wheat and oats rose about 1 cent yesterday and this morning, other advances are expected to follow. The general sentiment on the part of jobbers and large wholesalers to stock up in advance of a strike in the grain behind the sudden increase, it was said, though the strike is called off, would be a relief to dealers because they would have a large stock on hand, and there would be a sharp decline in prices all along the...

HOUSE ADOPTS SPECIAL RULE TO VOTE TODAY ON 8-HOUR RAILROAD BILL

Continued from Page One. Cooper, Wisconsin, were heartily cheered by the Democrats when they announced they would vote not only for the special rule but for the Adamson bill. "I dislike the attitude of haste," said Cooper, "but I object to the charge by Representative Bennett, of New York, that the railroad men are forcing the legislation with a gun against the head of Congress. A railroad employee did not bring this case to Congress. The President held it up in Congress. The President brought this case here. There is no more law-making body of men in the world than the members of the House and the Senate. Letroot joined Cooper in declaring President Wilson responsible for the present crisis."

UNDERWOOD PRESENTS AMENDMENT TO CONTROL RAIL EMPLOYEES' WAGES

WASHINGTON, Sept. 1.—After an all-morning debate the Senate Interstate Commerce Committee favorably reported to the Senate, when it reconvened this afternoon, the President's eight-hour railway employees' bill together with the proposal for the appointment of a commission to investigate the scope and nature of the controversy, which was understood to be agreeable to the railroads, the most far-reaching legislation yet proposed in the controversy, provides: That the Interstate Commerce Commission shall have the power to fix the hours of labor of not less than six and reasonable wages for all employees of railroads named in section 1 of this act. The rate of wages and the hours of labor provided for in this act shall remain fixed for service and pay until changed by the decision of the Interstate Commerce Commission, which within a period of not less than six months nor more than 12 months from the passage of this act shall determine what are just and reasonable wages and what shall be the hours of labor for all employees of the railroads above mentioned.

WHAT THE MEASURE PROVIDES

The measure as finally reported to the Senate by the committee would provide: An eight-hour day, at the present day wages. Investigation of the effect of the eight-hour day by a commission of three to be named by the President, and to report to the President and Congress. Executive authority for the Interstate Commerce Commission to fix rates on wages and hours of service on the railroads involved, but continue the eight-hour day provision for not less than six months. The committee eliminated the provision...

REPUBLICAN SENATORS WILL DRAFT SUBSTITUTE FOR WILSON'S PLANS

WASHINGTON, Sept. 1.—The Republican senatorial conference appointed a committee to draft a substitute for the President's legislative program for the strike. The committee consists of Senators Cummins, of Iowa; Brandegee, of Connecticut; Mansfield, of Massachusetts; Sterling, of South Dakota; Nelson, of Minnesota; and Borah, of Idaho. The committee began work immediately. The appointment of the committee was the first indication of the Republican opposition to the President's program. No effort will be made to bind any Republican senator to the conference agreement. Each Republican will be free to oppose or support the strike legislation on the Senate floor. The Republican conference recessed with the understanding that no attempt would be made to delay a vote on the eight-hour day bill after Saturday afternoon. Conservative Republicans left the conference determined to fight to substitute legislation embodying relief provisions for the railroads in case the eight-hour day is granted. Senator La Follette, of Wisconsin, after a rush trip from his home, reached Washington at noon today. He hurried direct from the station to the Senate Interstate Commerce Committee meeting, prepared to take active part in the fight on the President's railroad legislative program. La Follette's arrival was entirely unexpected, and Democratic leaders admitted they were alarmed that he might complicate the already delicate situation.

CHICAGO FOOD SPECULATORS INCREASE PRICES OF STAPLES

CHICAGO, Sept. 1.—Speculative food dealers in Chicago, the great food distributing center of the Middle West, eagerly seized the advantage of the gravity of the strike situation today and prices continued to rise. Potatoes jumped from \$1.40 to \$2.25 a bushel. Hogs sold up to \$11.35, the highest price paid here in years. Beef, sheep, poultry and other meats quickly advanced in price due to the unprecedented situation. Dealers claimed that the sudden jump was due to heavy buying of smaller dealers, and anxious to supply in the event of a general strike. It was also claimed that housewives were laying in extra supplies of staples. Jobbers and warehousemen bought heavily in anticipation of higher prices.

RAILROADS WILL FIGHT 8-HOUR LAW; IMPRACTICABLE, HEADS OF LINES SAY

CHICAGO, Sept. 1.—The railroads will fight to a finish any legislation which puts railroad operation on an eight-hour-day basis, even though such action by Congress would be the threatened strike. This was the attitude today of heads of a dozen big western roads, who are here directing the preparations for the rail tie-up. An eight-hour day, they held, is impracticable to railroad operation, and they do not believe that the roads can be forced to accept such a mandate. P. F. Ripley, the veteran president of the Santa Fe, was spokesman for his colleagues, and he expressed himself in no uncertain terms regarding the proposed legislation. "As I understand it," he said, "this legislation proposes that the railroads shall adopt an eight-hour day, paying for it the same as we now pay for it. I don't think Congress has any special right and, even if it does pass the bill, it doesn't mean the railroads will agree to it. Even if it is passed and the unions call off the strike, it certainly will not end the matter. It will be a case for the courts to determine whether Congress has not exceeded its authority." Ripley's sentiments were echoed by Hale Holden, president of the Burlington. "This is my understanding," he said, "that the Supreme Court already has held in two cases that Congress has absolutely no power to fix wages, and that is what the Adamson bill amounts to. On every side there is a visible inclination on the part of the rail heads to oppose the proposed legislation to the last ditch."

RUSHING LAWS THROUGH CONGRESS UNUSUAL, BUT NOT UNPRECEDENTED

WASHINGTON, Sept. 1.—Should legislation be rushed through Congress in time to avert the nationwide railroad strike set for Monday, it will be unusual, but not unprecedented. It has been demonstrated repeatedly that when both houses of Congress are desirous of enacting legislation within a given time the work can be done. It can be done by any rule, however, for there is unlimited debate in the Senate, and any Senator may talk as long as he wants to and as often as he wants to on any bill. The Senate frequently cuts down debate by getting a unanimous consent agreement, but no Senator shall talk more than once on a given subject. It would be impossible to put through a closure rule in the Senate to meet the present emergency and guarantee passage of the bill by Monday, because the closure rule doubtless would precipitate weeks of debate. Previous attempts to get such a rule through have resulted in a breach of debate, and then resulted in complete failure. In the House it almost invariably is possible to get legislation enacted expeditiously. The Rules Committee of the House reports a special rule, which gives the particular measure if it is desired to enact emergency legislation. The rule itself is subject to only 40 minutes of debate on a side, 30 minutes in all; then a vote on it must be taken. The special rule limits the time of general debate, and then it may be taken up paragraph by paragraph under the five-minute rule—that is, no Representative may speak more than five minutes on the paragraph. Important bills, such as the measure now being considered to avert the strike, are usually drafted in the committee and are agreed upon before they are introduced to the House. Representative Adamson, of Georgia, chairman of the House Interstate and For-

the Senate, the debate could not be concluded in time to meet the needs. That was when President Wilson asked Congress to authorize the use of the armed forces of the United States in compelling Huerta to apologize for an insult to the United States flag. The House, as is invariably the case, passed the resolution in rapid-fire order, but the Senate was more deliberate. While Senator Root of New York was speaking in the Senate words were received that American troops had gone ashore at Vera Cruz, under authority given by President Wilson without the approval of Congress, and four minutes had been filled in the action. It is generally believed here that a session of the Senate will be held on Sunday to enact the legislation necessary to avert the strike. As soon as the House passes its eight-hour bill the measure will be sent to the Senate. It is probable that the two bills will differ in many respects, but an attempt will be made to compromise their differences in conference. After the conferees agree their report will be taken to each House for adoption.

ADAMSON SAYS EIGHT-HOUR RAIL BILL IS LEGAL; RAILROADS PLAN TO FIGHT

WASHINGTON, Sept. 1.—"I've been listening to these talks for 10 years, and they don't worry me any more," said Chairman Adamson, of the House Interstate Commerce Committee, today when he read a statement by President Hiale Holden, of the Chicago, Burlington and Quincy Railroad, that the proposed eight-hour law might be "illegal" because it attempts to fix wages. Adamson said he had no doubt of the legality of his bill. Individual railroads will fight the proposed eight-hour law as illegal, upon constitutional grounds if matters are decided in the courts. This statement from the railroads today was quipped, however, by the admission that the general feeling is that Congress has very extensive powers towards interstate commerce.

LEGAL OPINION AS TO THE RAILROADS DIFFERS

It was said, on whether or not Congress can fix wages along with the eight-hour day, as it does in the present instance. WILL NOT OPPOSE MEASURE. Railroad attorneys are inclined to think, however, that Congress will keep within its rights. The railroads do not plan to oppose the measure. And if later the lines are drawn, the measure is unconstitutional and an individual road will make a test case of the decision of which will apply to all lines.

FEW REMAINING RAILROAD HEADS CONFERRED INFORMALLY DURING THE FORENOON

They were convinced that the President's program will pass and that there will be no strike Monday. From a source in touch with developments among the executives it was disclosed that the railroads reconciled to what they regard as inevitable, now are anxious to save what threats they may by avoiding application of the eight-hour day to all their employees.

BROTHERHOODS CONFIDENT

On this point opinion varies. The Brotherhoods have taken no position thus far on whether nonunion men should reap the benefit of their efforts. The executives hope the measure will be interpreted as to avoid general application. Leaders of the brotherhoods felt today that the eight-hour law will pass. They are making no assurances, however, on this score. And they are firm in repeating that the strike will go into effect Monday morning if the eight-hour bill does not pass by midnight tomorrow.

FOOD PRICES IN NEW YORK ADVANCE AS ROADS KEEP STRIKE EMBARGO

NEW YORK, Sept. 1.—Big eastern railroads will wait for more definite assurances from Washington that there will be no strike of the 400,000 trainmen before freight embargoes which become effective today and tomorrow are lifted. Embargoes on all perishable goods, including foodstuffs, livestock and munitions, are now in effect. This means there will be no shipments of food to the larger cities until the freight ban is lifted and unless some definite word comes from the White House. Sunday may pass without change of the order. Prices are already advancing. Poultry prices are up as much as 8 cents a pound. Produce prices advanced from 10 to 25 per cent and meat followed in the general climb. At the Grand Central Terminal, the Pennsylvania station and stations of all other lines thousands poured through today hurrying home ahead of the threatened strike. The New York, New Haven and Hartford reported several extra trains in operation. Grand Jury investigation of the sudden increase of prices by some dealers in foodstuffs in anticipation of a railroad strike will be asked by Joseph Hartigan, commissioner of the Bureau of Weights and Measures.

BROTHERHOOD MEN SERVE NOTICE THEY WILL NOT HAVE COMPROMISE

WASHINGTON, Sept. 1.—That Congress must definitely act on the eight-hour bill to have the railroad strike called off is the position taken by the brotherhood chiefs here today. They served notice on the President and the congressional leaders today that they would not accept a compromise of action. If the eight-hour bill has not been enacted into law by Monday morning, the strike will take place on schedule, the brotherhood chiefs say. The President's efforts to get a contingent promise in case the Senate halted the proposed law have completely failed. Administration officials say. It is understood that a statement making the union position clear was left with the President by A. B. Garretson, of the conductors, when he visited the White House today.

WILSON GOES TO CAPITOL AND URGES PASSAGE OF BILL TO AVERT STRIKE

WASHINGTON, Sept. 1.—President Wilson went to the Capitol at 9:15 to confer with the members of the Senate Interstate Commerce Committee and the Senate and House leaders to expedite the passage of the eight-hour law for railroads, which will result in the brotherhood leaders calling off the proposed strike. The President urged the Senate and House leaders to get together and pass the bill today if possible. He was understood to be confident that the proposed measure would be a law by tomorrow night. He went to the office of Chairman Newlands, of the Senate Interstate Commerce Committee, and went over with the latter the "strike prevention" bill which Newlands wants to introduce today. After improving this, he went immediately to his rooms off the Senate chamber. The President remained there less than half an hour and conferred with only Senator Kern. Apparently satisfied with the outlook, he left at 10:10 for the White House. As the President neared the door Senator

READING ALSO ISSUES EMBARGO ON FREIGHT

Two Views of Penrose: Boss Supreme or Laborer

WASHINGTON, Sept. 1. BOIES PENROSE, senior Senator from Pennsylvania, indulged in a dialogue with Senator Stone, of Missouri. Said Senator Stone, with Missouriian wave of hand: "Senator Penrose, boss supreme \* \* \* political mandarin \* \* \* discredited boss." The retort courteous from Penrose: "I am but a humble worker in the vineyard." Stone came hurrying in with head bent. He didn't see the President. The latter recognized Mr. Stone, grabbed him by his arm and fairly swung him right about face as he said, "Hello, there, old friend; you seem to be in a hurry." The two chatted a moment before the President started back to the White House in his automobile.

None of the roads are making any promises about passenger service, but they expect to be able to handle all passenger traffic, they say. Revised schedules are being prepared and will be ready by Monday. No excursions are being canceled. Reading officials said yesterday that their sudden decision to issue an embargo order issued by certain organizations of employees in the railway train service, embargo is placed, effective midnight September 1, 1916, on all live stock, perishable freight, explosives of all kinds from all connections or loaded at stations of this company. All other freight will be accepted at their stations and from connections, subject to delay, unless embargo issued by connecting lines provide otherwise. The embargo will be accepted by that company until the strike situation clears.

PENNSY HIRES GUARDS FOR SERVICE IN STRIKE

A high official of the Pennsylvania Railroad said today that enough men had been hired to guard all railroad property in case of a strike. The men will be stationed 200 feet apart along all lines, on spots marked by white posts. Each post will have a telephone attached, and if there is trouble the guard will have simply to telephone to headquarters. The company has arranged sleeping trains of four cars each, with dining car. These will be sent to points where crews end their runs. The railroad officials said no trouble was anticipated in any shops; that these workers also declared their opposition to a strike. He also said 75 per cent of the men on the Trenton division had promised loyalty. Extra men are being hired for guard duty at the rate of \$5 a day. They are being engaged wherever they can be found. All major points along the Pennsylvania lines have been heavily provisioned with food and blankets.

Men With Telephones to Be Stationed at Intervals of 200 Feet

The following statement was made yesterday by E. H. Ewing, general manager of the Philadelphia and Reading Railway: During the last four or five years the brotherhoods, through arbitration, have been getting all they have asked for in the way of wage increases. During that time there have been no strikes. When the men voted for a strike most of them had no idea that there would ever be one. And now that there has been a showdown they are not going to strike. However, we are going ahead with every preparation to take care of all emergencies in case of a strike.

HARMONY A PIPE BLEND. The tobacco that has made "rich-mildness" possible. Fifteen cents in the cream-colored nut brown tin.

You Are Still in Time For One of These \$20, \$18 and \$15 Suits at \$6.66. Satisfaction Guaranteed or Money Refunded. Alterations Charged for at Actual Cost of Tailor's Time. See these beautiful suits and you will wonder how on earth we do it, for their \$20, \$18 and \$15 value is evident all through the stock. But you must BUY NOW if you want one, for they are fairly melting away under the demand that we are having for them. Plenty of medium weights suitable for Fall, in this collection. Also many Fall Overcoats at \$6.66—all \$20, \$18 and \$15 values. BUY TOMORROW. Trousers at 1/2 \$1.48 up Price and Less. KOSHLA 24876 So. 15th St.

Don't Forget Hanscom's Candies. Assorted Fruit Tablets, 22c lb. Molasses Cream Puffs, 22c lb. 1232 Market St. & Branches.

The Reading. Labor Day Outings. NIAGARA FALLS—DAYLIGHT TOURS. SATURDAY, September 2 \$12.00. 8:00 A. M. from READING TERMINAL ROUND TRIP. EAGLES MERE—SPECIAL WEEK END. (Friday Night to Monday Night) \$8.00 Round Trip. VALLEY FORGE—Special One-Day Fare. Saturdays, Sundays and Labor Day 75c Trip. \$1.00 Seashore Excursions. 7:30 A. M. FROM CHESTNUT STREET FERRY. Additional Train Labor Day TO ATLANTIC CITY, 7:30 A. M. Late trains returning from all resorts 9:00 P. M.

HARDWOOD FLOORS. PINKERTON. Many a store owes its success to its attractive appearance—and as often as not the fine effects have been largely due to the perfect flooring. Investigate such cases and you will learn that in every case the floors are hardwood which can be economically laid by PINKERTON. 3034 West Park St.